CLAIMS:

1 (original). A component for a turbocharger, the component including:

a housing defining a chamber for a predetermined part of the turbocharger; and

a jacket surrounding the housing, the jacket being arranged in a spaced relationship relative to an outer surface of the housing to define a fluid path about the outer surface of the housing, the fluid path having a fluid inlet and a fluid outlet.

2 (original). The component according to claim 1, in which the fluid path has the fluid outlet situated at a furthermost position on the housing from the fluid inlet.

3 (currently amended). The component according to claim 1 ~~or claim 2~~, in which the housing is a compressor housing of the turbocharger and has an air inlet for receiving uncompressed air and an air outlet for discharging compressed air to an engine.

4 (currently amended). The component according to ~~any one of the preceding~~ claims 1, in which the jacket is of aluminium and is attached to the housing by welding.

5 (currently amended). A turbocharger including a component ~~according to any one of the preceding claims~~comprising a housing defining a chamber for a predetermined part of the turbocharger; and a jacket surrounding the housing, the jacket being arranged in a spaced relationship relative to an outer surface of the housing to define a fluid path about the outer surface of the housing, the component having a fluid inlet and a fluid outlet.

6 (original). A flame trap housing for a flame trap of a compression ignition engine, the housing having an inlet configured to engage an air outlet of a turbocharger and an outlet configured to engage an inlet of an inlet after-cooler, the housing being double skinned, having an inner skin defining a flame trap compartment and an outer skin arranged in a spaced relationship relative to the inner skin, to define a fluid path for the flow of a cooling fluid about the inner skin of the housing.

7 (original). The housing according to claim 6, which defines a cooling fluid inlet and a cooling fluid outlet of the fluid path.

8 (original). The housing according to claim 7, in which the cooling fluid outlet is situated at a furthermost position on the housing relative to the cooling fluid inlet.

9 (currently amended). A fluid input assembly for a compression ignition engine, the assembly including:

a turbocharger;

a flame trap including a housing comprising an inlet connected to an air outlet of a turbocharger and an outlet configured to engage an inlet of an inlet after-cooler, the housing being double skinned and having an inner skin defining a flame trap compartment and an outer skin arranged in a spaced relationship relative to the inner skin, to define a fluid path for the flow of a cooling fluid about the inner skin of the housing, ~~as claimed in any one of claims 6 to 8, connected to an outlet of the turbocharger~~; and

an inlet after-cooler connected to an outlet of the flame trap housing.

10 (currently amended). The assembly as claimed in claim 9 in which the turbocharger includes a component comprising a turbocharger housing defining a chamber for a predetermined part of the turbocharger; and a jacket surrounding the turbocharger housing, the jacket being arranged in a spaced relationship relative to an outer surface of the turbocharger housing to define a fluid path about the outer surface of the turbocharger housing, the component having a cooling fluid inlet and a cooling fluid outlet.~~according to any one of claims 1 to 5~~.

11 (currently amended). The assembly as claimed in claim 10, in which the cooling fluid outlet of the turbocharger housing of the component is in fluid communication with ~~the~~ a cooling fluid inlet of the housing of the flame trap.

12 (currently amended). A compression ignition engine which includes the fluid input assembly as claimed in ~~any one of~~ claims ~~9 to 11~~.